



# Legacy Parkway<sub>y</sub>



# **HB339 Legacy Parkway Truck Ban Modifications SUPPORTERS**

## **DAVIS COUNTY, HOUSE CO-SPONSORS**

Rep Melissa Ballard, District 20  
Rep Stephen Handy, District 16  
Rep Timothy Hawkes, District 18  
Rep Raymond Ward, District 19  
Senator Todd Weiler, Senate District 23

## **WEBER COUNTY, HOUSE CO-SPONSORS**

Rep LaWanna Shurtliff, District 10

## **SALT LAKE COUNTY, HOUSE CO-SPONSORS**

Rep Cheryl Acton, District 43  
Rep Sandra Hollins, District 23  
Rep Karen Kwan, District 34  
Rep Jennifer Dailey-Provost, District 24  
Rep Carol Spackman Moss, District 37  
Rep Andrew Stoddard, District 44  
Rep Elizabeth Weight, District 31

Rep Suzanne Harrison, District 32  
Rep Patrice Arent, District 36  
Rep Joel Briscoe, District 25  
Rep Marie Poulson, District 46  
Rep Angela Romero, District 26  
Rep Mark Wheatley, District 35

## **COUNCILS and CITIES SUPPORTING THIS BILL**

Utah League of Cities and Towns

Salt Lake City Government

### **DAVIS COUNTY COG (Council of Governments):**

Mayor Mark Shepherd, Clearfield

Mayor Randy Lewis, Bountiful

Mayor Jim Talbot, Farmington

Mayor John Pohlman, Fruit Heights

Mayor Len Arave, North Salt Lake

Mayor Jo Sjoblom, South Weber

Mayor Michael Gailey, Syracuse

Mayor Ken Romney, West Bountiful

Mayor Erik Craythorne, West Point

Mayor Rick Earnshaw, Woods Cross

Mayor Katie Witt, Kaysville

Mayor Clark Wilkinson, Centerville

Mayor Bob Stevenson, Layton

Pres John Robison, Davis School Board

Pres Angie Osguthorpe, Davis Chamber

Davis County Commissioner Jim Smith

Davis County Commissioner Bret Millburn,

Davis County Commissioner Rany Elliott,

Colonel Jon A. Eberlan, HAFB

### **CITIES with RESOLUTIONS in SUPPORT of EXTENDING TRUCK BAN**

Woods Cross City

North Salt Lake City

Centerville City

Farmington City

West Bountiful City- pending 3/5/19

Bountiful City- pending 2/26/19





# Legacy Parkway Record of Decision

## January 9, 2006

### Terms Specific to the Legacy Parkway Project

The Settlement Agreement includes certain design and operation configurations for Legacy Parkway. Under the Agreement, UDOT has agreed to a posted speed limit of 55 miles per hour (mph), a restriction on large trucks as enacted by the state legislature, noise-reducing pavement, and parkway amenities such as overlooks along the trail. These design and operations configurations are required under the Settlement Agreement only until the year 2020. Noise-reducing pavement and constructed parkway amenities would be retained beyond 2020,

**but UDOT could consider the need to raise the posted speed limit and allow large trucks at that time. UDOT's decision to continue these restrictions beyond 2020 will depend on the pace of development and the rate of growth in travel demand. As such, these features are not permanent changes to Legacy parkway, but rather a phased-in approach to Legacy Parkway operations during the first 12 or 13 years of its operation. It is worth noting that the truck restriction may be lifted in the event of incidents on I-15 or during the period of I-15 reconstruction.**

would improve to 40 vehicles per mile per lane compared to 49 vehicles per mile per lane in the existing.

- North of the Center Street off-ramp, the larger shift in vehicles that would come from just the increased speed limit without trucks would improve operations slightly more than with trucks allowed on Legacy Parkway.
- The most congested sections of I-15 (from the Center Street off-ramp to I-215) would only experience slight improvements in either scenario.

## 5 CONCLUSIONS

In 2020, when the legislation maintaining the speed limit on Legacy Parkway at 55 MPH and restricting heavy truck use of the facility ends they can expect to see an increase the traffic volumes on Legacy Parkway. Daily traffic volumes will increase by 50% or more with only a small amount of this growth occurring in the peak direction during the peak hours. The volume increases in the peak direction (southbound AM/northbound PM) are less than 10% for the increased speed limit scenario.

This growth in volume on Legacy Parkway would degrade the operational performance for the southbound in the AM peak and northbound in the PM peak. In the AM, the existing LOS D at the Parrish Lane onramp merge becomes a LOS E without trucks or LOS F with trucks. In the PM, the LOS for the 500 S merge would move to a LOS F from the existing LOS E. The vehicle speeds in the worst section would also be reduced due to the increase in congestion. However, due to the increased speed in the uncongested sections the travel time along Legacy Parkway would improve in both the AM and PM peaks. This improvement was larger when the heavy truck restriction remained.

This shift in traffic would also cause some improvement on the operational performance of southbound I-15 in the AM peak where the LOS F section north of the I-215 interchange doesn't extend as far north when comparing either of the scenarios to the existing conditions. At the 2600 S offramp and between the 2600 S ramps the LOS D would improve to LOS C in both scenarios. The 2600 S onramp section would go from LOS F to LOS D .

# **63 I - I - I 03 Guidelines for conduct of review**

**(4) It is the responsibility of** any agency scheduled for termination or **any agency which has oversight responsibilities for a statute scheduled for termination to seek its reauthorization with the legislature.**

Add text here for 1st substitution to HB339





**Our Mayors and Communities  
want 5 more years without *large trucks*  
on Legacy Parkway**



If needed, I could show the last two slides.



## Legacy Parkway History

2001 construction began, lawsuits ensued

2005 Oct settlement

2005 **Nov special session passed SB2001, and 72-3-113**

2006 Jan. The National Environmental Policy Act requires states to have highways go through an environmental review before construction. The Federal Highway Administration FHWA took studies done by UDOT and the settlement, and gave a Record of Decision (ROD) stating

**“...These restrictions beyond 2020 will depend on the pace of development and the rate of growth in travel demand. As such, these features are not permanent changes to Legacy parkway, but rather a phased-in approach to Legacy Parkway operations during the first 12 or 13 years of its operation.”**

2006 construction resumed

2008 Legacy Parkway opened

2018 Dec 31 sunset on truck ban and reduced speed limit



**The Legislature finds and declares that the limitation of trucks being operated on the Legacy Parkway under Subsection is due to the unique location of the Legacy Parkway, which is adjacent to the Legacy Nature Preserve.**